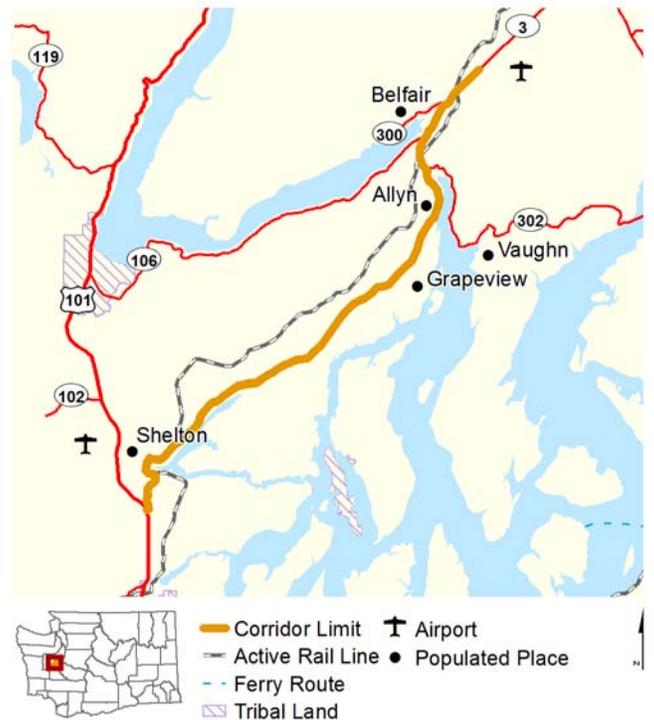


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User Guide for Corridor Sketch Summaries prior to using information on this corridor:

## SR 3: US 101 Jct (Shelton) to Belfair (Lake Flora Rd)

This 29-mile long north-south segment of State Route 3 traverses between US Route 101 on the Olympic Peninsula and the unincorporated community of Belfair on the Kitsap Peninsula. It is primarily in Mason County, with a very small portion crossing into Kitsap County near its eastern terminus. Land use on this low- to medium-density corridor is mostly rural and open space. In the city of Shelton and Belfair land uses include medium-density residential development, commercial, industrial, and open space. The corridor skirts shorelines that are moderately to heavily developed with single-family residences, boat launches, and industrial and commercial operations. The terrain is generally rolling with multiple driveways and county road intersections along the corridor's length. Vegetation includes dense conifer-dominant forests mixed with deciduous trees, and shrubs with wetland vegetation around waterways. This corridor passes along or near Devereaux Lake, and Oakland Bay, North Bay, and Lynch Cove in the Puget Sound.



### Current Function

SR 3 is part of a regional network of state highways that connect military bases, industrial centers, tourism, recreation, and bedroom communities with big cities and population centers around the Puget Sound. This corridor provides a direct access route between Mason and Kitsap counties and intersects with SR 101, SR 106, SR 302 and SR 300. It serves commuters, tourists, and freight haulers traveling between Shelton and Bremerton and beyond. Portions of the corridor serve as a main street for Shelton and the developing communities of Belfair and Allyn. Other traffic generators along the corridor include Naval Base Kitsap-Bremerton, Johns Prairie Industrial Area, Puget Sound Industrial Center, and transportation hubs. Transportation hubs include the Bremerton National Airport and the Seattle-Bremerton ferry terminal. Mason Transit Authority provides services throughout the corridor, including a transit center in Shelton. A freight rail line runs between Johns Prairie Industrial Park and Puget Sound Industrial Center. Cyclists use the road shoulder along SR 3 and pedestrians use sidewalks in Shelton's city limits.

### Future Function

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to remain the same.

## Highlights and Performance

This section of SR 3 is primarily a two-lane undivided highway. Through Shelton and Belfair, the facility expands to include turn lanes and has several signalized intersections. A section near Belfair also has a climbing lane. The annual average daily traffic along this corridor is highest near Belfair and lowest on the W Railroad Avenue section in the city of Shelton.

### What's working well?

- 100% of surveyed pavements on the corridor are in fair or better condition.
- Mason Transit Authority provides a multimodal option for commuters on the corridor.
- The corridor has no chronic environmental deficiencies.
- This section of SR 3 has a low climate change vulnerability rating.

### What needs to change?

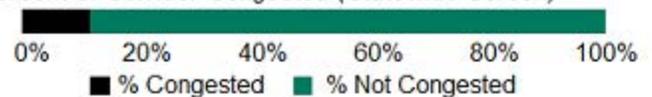
- Roughly 12% of this corridor experiences congestion on a regular basis.
- The corridor has one bridge preservation need which is a seismic retrofit.
- Fish passage barriers are present on this corridor.
- The corridor has high-priority habitat connectivity issues.

WSDOT monitors the state system in ongoing efforts to track asset performance. For this corridor, WSDOT finds:

High	Low	
17,737	3,868	Annual Average Daily Traffic (AADT)
7.2%	4.8%	Bus/Truck Percent
58.02		Number of Lane Miles
9		# of Signalized/Stop Controlled Intersections
\$10,470,000		Corridor Investments (2005-2016)

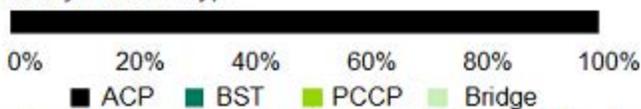
### Mobility

Percent of Corridor Congested (Statewide Screen)



### Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	28.6% Passable	71.4% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	11 High Priority Miles
Stormwater Treatment	7 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
1	Historical Bridges	

1) 2015 data unless otherwise noted. 2) For more information see the User Guide for Corridor Sketch Summaries at <http://bit.ly/WSDOTcorridorsketch>

### What we heard from our partners

WSDOT collected feedback from agency partners. Key themes included:

- Concerns over the development of Allyn and Belfair increasing demand on the corridor.
- Interest in pursuing bicycle options such as shared-use facilities in the city of Shelton as well as between Shelton and Belfair.
- The placement of a telephone pole impedes transit and freight access at the corner of North Front Street and SR 3 within the city of Shelton.
- The North 1st Street and West Railroad Avenue intersection in Shelton is a bottleneck for transit and commuters during peak hours.
- Mason Transit Authority will be constructing new park and ride facilities in Shelton and in Belfair.
- Interest in re-aligning SR 3 and local roads through Shelton to improve traffic flow and non-motorized access.
- Narrow shoulders and intersection alignments are concerns at several locations along the corridor.

## Strategies

WSDOT identified the following strategies and associated actions to keep the corridor working well and address performance gaps. Regional partners collaborated on high-level mobility strategies. The identified strategies are not meant to be all-inclusive, nor an established list of priorities. Further evaluation is needed before any strategy can be recommended as a solution to address performance. Project funding decisions will take place at the programming phase, and are subject to statewide prioritization. For more strategy information, visit the Corridor Sketch Summary User Guide.

### Policy Goals / Strategies Description and Near-Term Actions

#### Economic Vitality

Under Development	<i>WSDOT will continue to work with partners in developing strategies to address economic vitality.</i>
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#### Environment

Protect and Maintain	<i>Protect and maintain existing assets that provide environmental function (these include WSDOT's mitigation sites, storm water systems, fish passable culverts).</i>
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Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
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Fish Barrier Retrofit	<i>WSDOT has prioritized the removal of state-owned culverts that block habitat for salmon and steelhead. See interactive map of uncorrected fish barriers at <a href="http://www.wsdot.wa.gov/Projects/FishPassage/default.htm">http://www.wsdot.wa.gov/Projects/FishPassage/default.htm</a>.</i>
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#### Mobility

Assessment	<i>Further information about the proposed strategies can be found attached at the end of this document.</i>
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#### Preservation

Maintenance	<i>Based on expenditure history, it is expected that the top three activities will continue to be maintenance on snow and ice control, pavement repair, and vegetation control.</i>
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Pavement	<i>WSDOT has identified two Pavement actions in the next six years encompassing 50% of the corridor.</i>
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Other Facilities	<i>WSDOT has identified one Other Facilities action in the next six years at a single location on this corridor.</i>
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#### Stewardship

Planning	<i>Under Practical Solutions, the Corridor Sketch Initiative identifies corridor performance, and assesses alternative strategies to improve the quality, effectiveness, and efficiency of the transportation system.</i>
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SR 3 is a commuter, recreational, and emerging freight corridor. It serves as a “Main Street” highway for the city of Shelton.

This segment experienced up to fifteen hours of weekday congestion in the northbound direction in 2015. It is congested in both directions during weekdays and weekends.

### Mobility Strategies:

#### Operational Improvements

- Update signal timing (use manual turning movement counts to update morning, Mid-Day, evening, and off peak time of day plans to help with traffic progression).
- Implement adaptive signals to improve efficiency.
- Add protected left turn(s) on SR 3 - N&S 1<sup>st</sup> Street into Railroad Ave (Add signal heads with arrow to improve left turn movements).

#### Demand Management

- Extend/add sidewalks with ADA ramps and lighting for non-motorized use.

#### Further Study

- Evaluate options for W Railroad Ave section of SR 3. The City of Shelton may direct trucks away from W Railroad Ave to SR 3 in the future. Sierra Pacific Industries may also direct trucks to use SR 3 instead of W Railroad Ave to access the Port of Shelton.
- Develop and study options for reducing congestion through Shelton.

### Corridor Segment Characteristics

- SR 3 is a 30 mph urban three lane facility in uptown Shelton with sidewalk (center two-way left turn lane).
- It is a two lane facility with a short climbing lane near the base of a steep vertical hill between uptown Shelton and downtown Shelton with a sidewalk on one side.
- In downtown Shelton it is a 25 mph three lane facility (between sidewalk and one center two-way left turn lane) with the exception of the historical Goldsborough Creek Bridge which is two lanes with no shoulders.
- The Freight and Goods Transportation designation was T-3 with approximately 2,020,000 in annual tonnage with 550 daily trucks (6.0%) in 2015.
- The annual average daily traffic ranged from a low of 13,000 after Arcadia Road to a high of 18,000 after Mill Street in 2016.
- Sierra Pacific Industries is a forest products company (lumber sawmill) adjacent to Oakland Bay with direct access to SR 3.

### Contributing Factors

- This section of SR 3 experiences high mainline traffic volumes on weekdays and weekends resulting in congestion in both directions.
- There are five existing signals within this segment which reduce mainline capacity.
- There is a steep vertical hill between downtown Shelton and uptown Shelton.



This section of SR 3 is part of a commuter, recreational, and emerging freight corridor.

Congestion occurs northeast of the intersection on Johns Prairie Road during peak commute times. Access from Johns Prairie Road is also particularly difficult at these peak times.

#### Mobility Strategies: Demand Management

- Install a transit pullout or improved shoulder at or near the Texaco gas station north of Johns Creek to provide access to businesses and the adjacent community of Bayshore.

#### Further Study

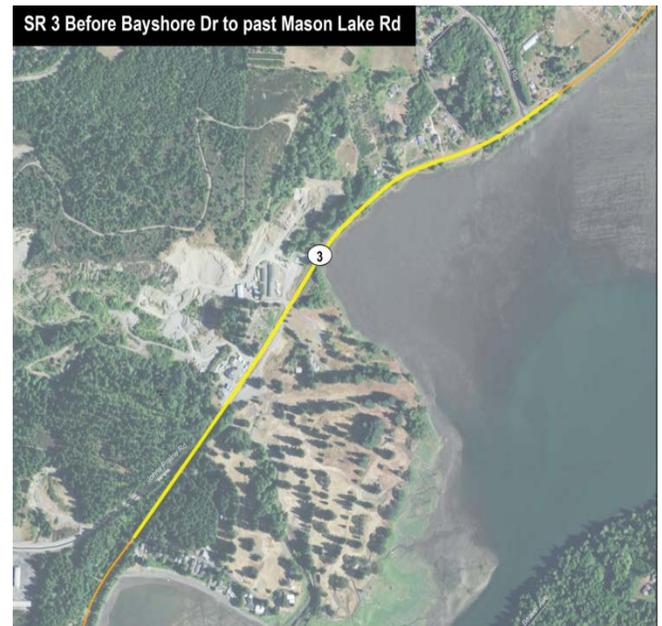
- Review alternatives for construction from prior Johns Prairie Report, dated June 23, 2010 for potential short term strategies to address congestion and access from local roads at Johns Prairie Road. Strategies should also consider trucks and commuters exiting from the nearby Port of Shelton Johns Prairie Industrial Park.
- Develop and evaluate options to reduce congestion.
- Develop options to reduce stop-controlled queuing on Johns Prairie road.
- Evaluate intersection control at Mason Lake road for efficiency (signal or roundabout).
- Study Johns Prairie road alignment to the north (or other proviso alternative).

#### Corridor Segment Characteristics

- SR 3 is an urban two lane facility in rolling terrain with posted speed limits of 40-50 mph.
- Johns Prairie Industrial Park is a 380 acre area located northeast of the city of Shelton.
- The segment is classified as a T-3 with approximately 550 daily trucks and 2,020,000 in annual tonnage in 2015.
- The Average Daily Traffic on this segment was 9,200 vehicles before Bayshore Drive and 13,000 vehicles after Johns Prairie Road in 2016. Trucks accounted for 6% of traffic in 2016.

#### Contributing Factors

- Traffic volumes and alignment of the left turn out onto SR 3 northbound from the stop-controlled intersection at Johns Prairie Road has resulted in a level of service F.



SR 3 is a commuter, recreational, and emerging freight corridor. It serves as a “main street” highway for the nearby Allyn Urban Growth Area and Belfair Urban Growth Area.

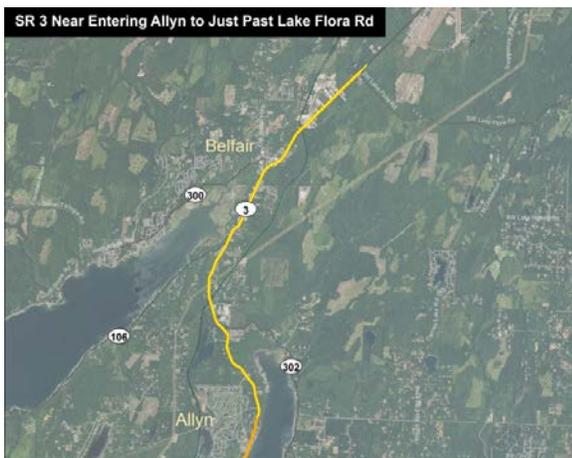
This segment experiences issues with high mainline traffic volumes traveling through two communities, steep grades, and existing signals.

### Corridor Segment Characteristics

- SR 3 is typically a rural two lane facility in rolling terrain with a posted speed of 35 mph within the Allyn and Belfair communities and 50 mph in between the two urban growth areas. The highest posted speed is 55 mph between the Railroad Bridge in Belfair and Lake Flora Road.
- The Average Daily Traffic on the segment ranged from a low of 8,500 after North Bay-Old SR 302 to a high of 19,000 before Belfair Street in 2015. Truck traffic accounted for 5.4% of traffic.
- The Freight and Goods Transportation designation between SR 300 in Belfair to Lake Flora Road was T-3.
- The segment had 860 trucks daily and an annual tonnage on the segment was 3,040,000 in 2015.

### Contributing Factors

- High traffic volumes on SR 3 between SR 3/Belfair (Log) Yard Road and SR 3/Lake Flora Road intersections result in backups.
- There are two existing signal systems within this segment which reduce mainline capacity (SR 106 and NE Clifton Lane).



### Mobility Strategies:

#### Operational Improvements

- Implement left turn channelization on E Lakeland Drive onto SR 3 in Allyn to separate the left and right turns for improved stop-controlled intersection efficiency.
- Reduce posted speed through the Allyn Community ending north of North Bay-Old SR 302 intersection near the hilltop (35 mph to 30 mph) in order to improve safety non-motorized users.
- Add left turn channelization along SR 3 to reduce congestion from vehicles stopping on mainline.
- Update signal timing for efficiency.

#### Demand Management

- Implement Main Street Concepts to nearby Allyn Community including, sidewalks on SR 3 with ADA connectivity and transit pullouts from Sherwood Creek to North Bay Road-Old SR 302 Vicinity.
- Engage Mason Transit Authority in their park and ride lot project (100 stalls) near SR 3/Belfair (Log) Yard Road intersection to ensure adequate access to/from the site.

#### Further Study

- Look into options to improve intersection efficiency at SR 3/North Bay-Old SR 302 skewed intersection.
- Develop options to relieve congestion on SR 3 within the Belfair Urban Growth Area.
- Look into intersection control options at SR 3/Belfair (Log) Yard Road where Mason Transit is studying a roundabout to serve a 100-stall park and ride lot.
- Evaluate intersection control at Lake Flora road for efficiency (signal or roundabout).
- Develop options to improve traffic flow on grade south of SR 3/SR 106.
- Develop options for a separated multi-use trail/path for non-motorized use.

## For more information

To find out more information about this corridor or how to get involved, please contact:

### Dennis Engel

Olympic Region Planning Office

Planning Manager

360-357-2651

[engeld@wsdot.wa.gov](mailto:engeld@wsdot.wa.gov)

Washington State Department of Transportation's Corridor Sketch Initiative is a set of planning activities that engage our partners to define the context and performance information for all of the state's 304 highway corridors. The Corridor Sketch complements and supports regional planning processes in Washington. It is not intended to duplicate, substitute or compete with other planning efforts; nor is it intended to generate lists of projects.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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